

# Trail Rider

Magazine

December 1988

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On the cover: The leaves were just starting to turn in the hills of Pennsylvania, when the South Penn Enduro Riders held the 1988 Michaux enduro, and Mark Marszalek finds himself suddenly riding a perfectly camouflaged Honda. Kevin Bennett was the surprise winner at Michaux, and with any luck you'll see a story about it next month.

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Motorcycling is a dangerous sport. Wear tons of protective gear and think about what you're doing when you ride. Do not act like an idiot; ride slowly and quietly past houses and on public roads, and give everyone the right of way: stop for all hikers, horse people and tourists. Do not litter. Take your helmet off and talk to folks, let them know that we're human too. Additional disclaimers: The opinions expressed in Trail Rider are unsubstantiated and ill-advised, and not representative of clear thinking on behalf of the Publisher. All references to people living or dead are purely coincidental. Do not play with the staples, you may cut yourself.

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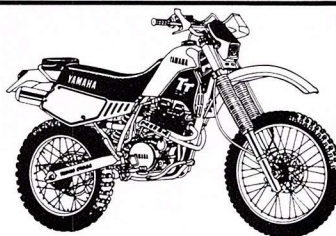
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Volume 18 Number 12

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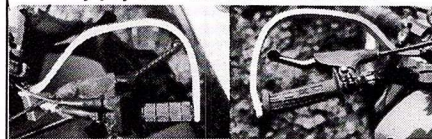
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I saw the first flight of geese go over this morning, a few dozen noisy honkers heading south. It's early yet—only September—but things must be feeling nasty up north if they're heading out so soon. The Almanac says that this will be a grim winter, so get out your studded tires and long underwear. Or, make sure your magazine subscription is up to date, just so you have something to read in front of the fire!

It was a perfect day for riding; temperature in the low sixties, sunny with a little breeze. Too bad there was too much work to do, too many race stories to write, or I'd have been out riding in an instant. Instead I lashed myself to my chair, put a huge pot of coffee within reach, and got down to it—gotta get done, gotta get the mag out, gotta get finished so I can go have fun.

I didn't close the blinds, though. Just because there's work to do doesn't mean I can't stare out the window for a while. All that nice weather and cool air, the impending crush of winter coming on, and the promise of too much white stuff covering all our good riding dirt sent me on a trail-ride of the mind . . .

I started out at the beginning of the Foothills turkey run, 1987; down some two-track and across a stream, riding in a warm rain. Then uphill on a piece of powerline, looking down at other riders slithering up the hill, overjoyed that I had a brand-new tire on the back. And then deep into the Massachusetts woods, wet moss, rocks and leaf mold, soaked to the skin but synched in to the trail and loving it.

Cold mud between the rocks. Slippery as hell, but somehow the tires work. I carve the Husky through sections that just beg to make you crash, in between rocks that grab at your rims and through puddles that sometimes drop a foot deeper than you thought. Eighty miles of rugged trails, until Al's bike gave up the ghost and we had to cut to the finish. Still, it was just enough riding, all in all, with no crashes or bad experiences to mar the day (if you don't count Al's bike).

Cut to a hot spring afternoon, riding on the Cape with Hines. Fast powerlines and open woods trails, suddenly whoopededos up to here! Three feet tall, perfectly formed, with loose, big rocks in the trough between every one. I caught a fleeting glimpse of Kevin skipping over the top of them, around a bend, and think "He has to be out of his mind!" I slam through each one, defocussing my eyeballs and taking millimeters off my height, wishing I was anywhere but there.

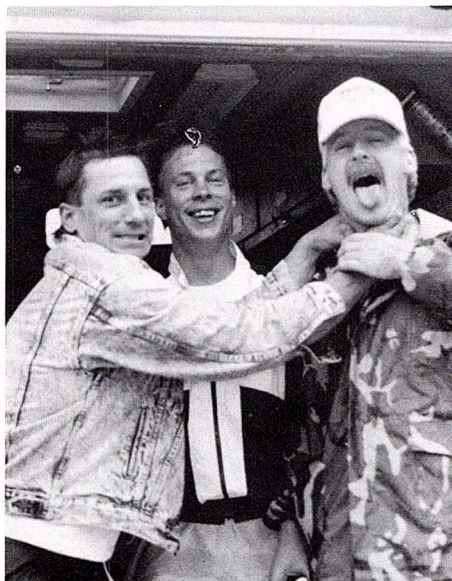
Okay. Zip to the Red Fox turkey run, this year. Hanging onto the bike, pointed down a long, slimy downhill two-track. It's just like greased glass with boulders on either edge. No way to slow down without crashing, no way to get out of the road, no way to even look to the sides for a possible escape route. Just hold on and steer, jamming the brakes on every time there's an opportunity to slow down without going sideways.

At first it's grim, a nasty piece to be sliding down just after a quick rain shower. Then, it turns into a challenge—can I get down this thing without falling? Without dabbing? Maybe so . . . Ride the path out, avoid the rocks, stay upright in the slick middle, arms starting to burn from exer-

# Last Over

by Paul Clipper

## Window Dreaming



tion, then shoulders starting to burn. Finally it looks like the path levels out a bit ahead, no problem making it to the flat spot and continuing, so I let out a war whoop just for fun, and gas it onto the flat. Surviving always feels good.

Next, to the trails of Winchendon with Jerry and Dave, riding a new bike in the rain. Jerry notes it's a lot of trouble keeping the front end on the ground, and I just grin. We cruise through wet lowlands on empty trails, then up over hills, and through pine forests as quiet as a church. It's the dead of summer, but the weather is cool and wet, proof that the Summer of Drought will soon be history and we'll be cursing the wet cold again.

Still, we don't ponder it. We just ride; ducking branches, sneaking past rocks, cruising quietly out on the roads. The weather doesn't matter.

Back down to the Pines, in the spring. Railing the "100-mph" firecuts with Lindsay and crew, flying through the woods at probably 50-60 mph, but locked down into the trough like a two-wheeled slot car. Up and down and over little hills like a six-car train of motorcycles. The leader probably knows that if he rams a load of roofing shingles around the next bend he'll wind up on the bottom of the pile, but there's no way to get a truck full of trash out this far into the woods.

The only problem is logs and fallen trees, and everybody has a different solution. Some guys get on the brakes hard and try to cut around the inside, but that ain't easy. The hot ticket is to lock it up and slide out of the groove to the outside, jam

on the power and then drop back in and go. It doesn't always work, though, and a few guys wind up spitting out sand for a few minutes.

Back up to the hills in northern Mass., and chasing Leedberg through the hot woods in Mohawk country. He sets a hard pace, and we hammer through ruts, abuse rocks with our tires, and hit logs like we want to break them in half. Sections make your arms and legs burn so bad you just want to stop and sit down, but it's 90 degrees out and much cooler if you keep moving.

North again, to the Ammonoosuc turkey run. Cruising along the dirt roads, thinking about how nice it is, up in the mountains. Putting along at 30 in fifth gear, quiet and slow, a group of kids run out into a front yard and start waving joyously. I notice a boy, the oldest, with a camera up to his face, and my brain goes through all the mental calculations necessary to determine if I want to chance making a fool of myself. *What the heck*, I think in response, and as I come up abreast of the yard I punch down two gears and pull the greatest wheelee of my life (to the overwhelming joy of the crowd, and to my amazed surprise!).

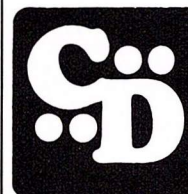
Quick flash to South Jersey again, a long, long time ago. Slicing down the edge of a farmer's soybean field with Jim Fritz, dead these many years. Watching him pitch that awful TM400 into a 90-degree turn like the flattracker he was, and laughing so hard at the beautiful slide he cuts that I almost eat a pair of poplar trees and eight feet of fence on the outside of the corner. He does the same at the next one, and even though I can hold onto him in the woods, he is lightning in the fields!

Long ago, last year, just this week. It isn't always fun, but when everything clicks you'll never forget the day.

It's been another one of those years. Twelve months of magazine hacking and traveling to the races; a year's worth of riding again, and some of it was magnificent, some just fun, and some—sure, some of it was lousy. But I've done it all year with all of you, and there's no better group of riding partners in all the world. Thanks for sticking with *Trail Rider* in 1988, and let's do it again next year!

The small yet growing group of us here at *Trail Rider* wish you all a happy holiday season, and hope that your new year is a prosperous and healthy one! □

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# Eastern News

## SUCCESS IN CONNECTICUT!

Since the trail bike registration requirements have been standardized in Connecticut, people have actually had a relatively easy time getting their bikes registered. The NETRA newsletter had reported two people successfully registering Honda XRs, that they knew of, and many more are expecting to line up for it.

It's not a simple job, though, the bikes have to be modified. Riders have to fit them with brake light switches, with batteries (dry cell and rechargeable gel-cells seem to be okay), and taillights with a white light to illuminate the license plate. Bikes also have to have a speedometer, since it's important to know how fast you're going on the road, and that will prove to be a boon to ICO, since the speedo feature of ICO's electronic odometer has specifically been approved in the state.

It's extra work, but when you're done, you have a real, approved registration, and you are genuinely road legal in the state. Now, since it can be done in Connecticut, it should be possible in other states with registration difficulties; the first that comes to mind is New Jersey. NETRA will share the experiences they've had down this rocky trail, and if you want to find out how to start something like this in your state, please give them a call. The NETRA office is open until 8 P.M., so call after five and save some money.

## THANKS FROM VFTR

Besides thanking all the riders who made this year's Moonshine Enduro a success, Valley Forge Trail Riders want to make it known that they owe a huge debt of gratitude to the High Mountain Dirt Riders. The High Mountain people ran three checks, worked as crossing guards, and even cut in trail. VFTR says they couldn't have done it without them, and hopes they can work together again in the future.

## GUERRETTE WINS NETRA CHAMPS AGAIN!

With his most recent win at the Black and Blue enduro, Bert Guerrette put the final squeeze on his hammerlock on the NETRA Enduro Championship. Bert won the Enduro Championship for the first time last year, and credits his bike, a KTM 250 Enduro, and his sponsor, Cycle Dynamics of Feeding Hills, Mass., with a large part of the winning effort. "Al (Zitta, of Cycle Dynamics) even loaned me his own 350 for the last two runs!" Bert told us, after the Black and Blue.

With the enduros out of the way, Bert plans to put the remaining two events on the back burner, and concentrate on a good hare scrambles finish. "Right now, I think I'm third in the standings, and if I work at it I know I can bring it up some," Bert said. If Bert wins the hare scrambles championship as well, it'll be the first time anyone has won both championships since Pete Leonard did it in 1984.

## USED PARTS?

Most of us grew up going to wrecking yards to get replacement parts for those old clunkers we used to drive around. I once chased all the way to Texas looking for a brake drum for a '69 Dodge van, but that's a long, strange story, and not

one to be told here. At any rate, did you ever wish you could just go out to a junkyard and get a wheel to replace the one you just smashed to bits on the front of your YZ? Well, up until now, you'd just be dreaming.

But, a guy named Dave Cheschi has got an enterprise going that is going to be music to a lot of guy's ears. Dave has started a "wrecking yard" operation for 1982 and later model dirt bikes. The business is not that old, but so far it's booming, which comes as no surprise to old junkyard hounds like us. If you need a major part and don't want to pay new prices give him a call (he also is ready to buy your old or wrecked bike). The phone number is (508)634-3325, and he's located in Milford, Mass.

## CLEANUP WARS

The trash cleanup mania has reached a new high in South Jersey, and all the better for it! Our latest letter was from Central Jersey Competition Riders, who told us about a club cleanup they had that *nobody* knew about, although we don't see any reason to do it in secret. 23 club members cleaned up 40 cubic yards of trash in Lebanon State Forest on a 95-degree weekend in August. They did it in nine hours, and wound up cleaning over ten miles of roadway!

In return, they received a very nice letter of thanks from Christian Bethmann, Superintendent of Lebanon. Superintendent Bethmann said in the letter that he had worked with other groups in cleanups before, but the CJCR group was the best.

Cleanup days definitely make a good impression on State Forest employees and Directors, and it could have quite a beneficial effect on your next enduro—no matter where you live. Getting your club out for some volunteer work is a great way to say "thanks" for letting us use the woods, so get on out there and do it!

## What's On

November

- 11/20 VCHSS Tidewater 100 H.S. Surry, VA
- 11/20 Carver's Creek Challenge H.S. Linden, NC
- 11/27 NETRA Chilly Chili T.R. Plympton, MA

December

- 12/4 NETRA Salmon River Enduro Marlborough, CT
- 12/4 D-7 Hare Scrambles/MX Budds Creek, MD
- 12/18 D-7 Hare Scrambles/MX Budds, Creek, MD

## NAMES AND ADDRESSES

New England Trail Rider Association  
(NETRA)  
P.O. Box 478  
Ellington, CT 06029  
(203)875-5757

East Coast Enduro Association  
(ECEA)  
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## TRI-STATE RESULTS

The annual NETRA Tri-State enduro happened on August 21st again, and although the riders were still tired, they were pleasantly surprised. Known in the past as a real pounder of a rock ride, this year's effort was much easier, especially for the "C" riders. The "A" and "B" riders did see a few bumps on their way to the finish, though.

Still, it's another good enduro on the schedule, and this year it was another win for Bert Guerrette, who has gone on since the Tri-State to clinch the NETRA championship again.

Tri-State Enduro Class Results			Four Stroke			4. Ron Smith		
Bert Guerrette	9		1. Patrick Wolf	21		5. Steve Ouellette	45	
Overall High Point			2. Bill Johnson	21		C Light	47	
Alan Drane Jr.	16		3. Curt Howard II	22		1. Gary Circosta Jr.	27	
High Point B			B Banta	23		2. Jason Rawlings	29	
Peter St. Pierre	19		1. Kevin Howley	23		3. David Geller	32	
High Point C			2. Russell Kibbe	26		4. R. Tassinari	33	
A Bantam			3. G. Gagnebin	28		5. Mike Kelly	34	
1. Dave Burnett	15		B Light			C Heavy		
2. Kerry Clark	16		1. Matt Crowley	21		1. Jeff Houck	27	
3. Bob Dana	18		2. P. Mastrangelo	23		2. Scott L'heureux	31	
A Light			3. Al Vetri	24		3. John Warren	39	
1. Dave Niemiec	11		B Heavy			4. Brian Murphy	39	
2. Steve Vanasse	12		1. Steve Ribbe	19		5. Edwin Lindskog	41	
3. Kemp Stewart	12		2. Eugene Sweetser	19		C Senior		
A Heavy			3. Guy Hill	23		1. Gary Fease	33	
1. Ron Stavens	13		B Senior			2. Tom Sisson	34	
2. Jim Satryb	16		1. Wes Clarke	23		3. Cliff Sander	40	
3. Bob Ellis	16		2. Bruce Cuddy	24		C Super Senior		
A Senior			3. D. Ellingwood	25		1. Toni Moores	47	
1. Peter Ruggiero	17		B Super Senior			2. George Lawrence	44	
2. Russ Burlingame	17		1. Bruce Miller	29		3. Irwin Moissef	45	
3. Fred Burnham	19		2. Alan Drane Sr.	37		C Four Stroke		
A Super Senior			3. Peter Haviland	40		1. Fran Gaulin	27	
1. Gary Martin	21		C Bantam			2. Larry McConnell	38	
2. Irv Witkop	22		1. Mike Cyr	28		3. David Winans	38	
3. Don Burnett	24		2. Don Wechter	31		4. Mike Koelnich	45	
			3. Doug Miller	34		5. Roger Fecteau	47	



## RENEWAL CARDS

If you miss a month of *Trail Rider*, take a look at the label of your last issue. The second number, on the line above your name, is your subscription expiration date. Now, we send out post cards the month before your sub expires, but folks seem to lose them (they *must* be getting them, the Post Office couldn't lose them . . .). If you want to be absolutely sure you keep getting issues, watch that date; and send in a check a month or two before you're due.

If you do miss it, we will send out a chaser a month after your last issue (another card, with "final notice" stamped on it). Still, we get people coming up at the events saying "Oh wow, I forgot to renew, but I'm gonna do it—can you take the money now?"

The answer is yes, we can! We can take it any way you can give it, but please, if you like what we're doing, renew your subscription! Printing costs and everything associated with them continue to increase, and although we have no intention or desire to raise the price of the magazines, whether or not you renew on time makes a huge difference in the state of our finances ("wildly fluctuat-

ing" would be a great way to describe it).

While you're at it, write us a note telling what you think of our efforts here. If you don't like it, say so. If you do like it, tell us what we can do to make it better. You hear from us every month—we'd love to hear from you!

## ECEA STANDINGS

So far, Kevin Bennett is firmly in first, with 216 points to Jack Lafferty Jr.'s 172. It seems that Jack would be closer, since he's been finishing second all season, but a points DNF at the Sandy Lane has really hurt him badly in overall points. Ken Yankowski is currently in third (after Sandy Lane) with 108 points, Rich Mollenkopf is fourth with 98 points, and Jim Franks is fifth, with 71 points. Naturally, these are all unofficial results.

It looks like Dan Nenstiel is sixth with 55 points, Todd To-pham is seventh with 53, Mike Hoover is eighth with 51, Hank Stankiewicz is ninth with 50, and Steve Hodgson is tenth with 48. As of this writing there's only two more events to go—Delaware on the 30 of October, and Stumpjumper on November 13. □

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**Allen Gravitt**



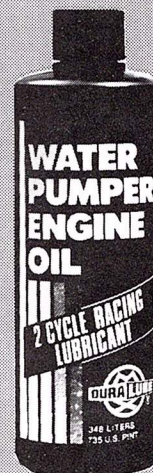
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**Kevin Hines**

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# The Rest of the World

## ENDURO NEWS

After the Rhode Island round of the National Enduro Series, everybody flew to California for the re-scheduled northern California round in Redding. Unfortunately, they were disappointed when they got there, because the event was canceled once again, and this time it will not be a National even if they reschedule it. The reason? Far too dry, too much forest fire hazard in the area.

That leaves only two events left to decide the championship this year, and because of all the cancellations this year (basically three), there are no throw-aways for the competitors at the top. Randy Hawkins is in the catbird seat, with 176 points, and he is far and away ahead of everybody else. However, there is a slight numeric chance that he can be beaten. If Jeff Russell knuckled down and won the last two events overall, and if Randy scored less than four points, Jeff would win the championship.

Considering Randy's luck so far this year, Jeff's chances are rather slim. All Randy needs is four more points and the game's over.

Everybody else is out of it. 1987's Champion, Kevin Hines, picked up some medical throw-aways in the early part of the year, and this last event in Rhode Island finished him off. Kurt Hough, who was riding high in second for most of the season, missed the Rhody because of his wrecked knee, and his 116 points is not enough even if Randy changes his name and moves to Guatemala. Dave Bertram has had a full list of medical problems and will consider himself fortunate to finish in the top ten.

A strange season, for sure. Hopefully next year we'll have some luckier competitors, and some more fortunate promoters.

## FILTER FINESSE

Has your XR Honda developed a mystifying miss or hesitation under full acceleration or wide-open runs? A Possible cause may be over-oiling the foam air filter or using too thin of oil on the filter. Honda recommends using gear-weight oil

on the filter, and oil that is too thin seems to get pulled through the filter and cause temporary fouling of the spark plug. Excess oil on the filter will do the same. If changing the way you oil the filter doesn't help the acceleration glitch, then check out the spark plug, carburetion, and ultimately, the pulse generator. But check the easy stuff first! (from Dan Anderson)

## NEW SUZUKI'S DEBUT

The 1989 Suzuki RMs are out and look trick. The 250, in particular, looks good with the new upside-down Kayaba forks. Both the 125 and 250 have benefited by a beefed up frame and liberal use of aluminum parts to lower weight and increase overall strength. The rear suspension is new, and many changes are evident in the motors to produce more and bet-

ter horsepower.

But it's still a motocross bike, and the curious among us are still trying to figure out how Suzuki is going to capitalize on winning the National Enduro Championship, which, although they haven't done it as of this writing, it appears locked up. Let's see, they could hang headlights on the RMs, make them a little lower and a little more mellow... and maybe call them PEs, for Pure Enduro. There may even be a few of us out here in the trenches who would be very interested in them.

## WE GET MAIL, TOO

Oh, and by the way, we want to thank everybody who writes the little notes on the renewal cards. Believe it or not, we actually read them, and although

we're not likely to publish a gang of one-line letters that say "Keep up the good work!", we want you to know that it still makes us feel good to read them. Things get hectic around here, and when you don't see the sun all week you start feeling like you're working in a glass jar. And then a renewal card comes in with an encouraging note on it and we get all pumped up again. Thanks. As long as you like it, we'll keep doing it!

## SUPERTRAPP

### RATTLETRAP CURE

Four-stroke owners who use the steel-case style of Supertrapp silencer may notice an annoying rattle from within the silencer body. This is often caused by a loose baffle. By carefully prying off the end of the muffler body (after removing the silencer discs) it is easy to pack fiberglass around the offending baffle and cure the rattle. Repacking the muffler doesn't really help quiet noisy Supertrapps, but it does seem to mellow the bark. (from Dan Anderson) □

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## Trail Pedaling

# GOOD CLEAN FUN!

Cross Training bicycles  
from Malcolm Smith  
Racing—you can whip them  
in the woods while they  
whip you into shape!

By Wally Tunison

Learning your limitations on a motorcycle can be a sobering experience. For example, at the 1983 Greenbrier enduro I was into the 85th mile of South Jersey tight woods and whoopedos when my body quit functioning completely. At that time, ATBs and I were on a recreational use only relationship.

When I started riding ATBs on a regular basis my stamina improved steadily, and the fun factor of being able to do something else in the dirt kept me at it. What I was doing at that time (without knowing it), was Cross Training to improve myself for motorcycle racing.

The MS Comp XT and Pro Comp XT are two bikes that are designed with this sort of riding in mind. Most of us have used racing as a training tool, or taken out a small personal loan to buy a membership in a gym. If you're like most of us, the running can injure you if not done correctly, and the gym can become drudgery. Cross training on a device which is fun as well as beneficial gets the vote from me.

The MS Comp XT is a \$499 bike with Tange double-butted tube frame and fork with Shimano's Exage Trail component group installed on it. The blue/gray color combo compliments the bike well, and the overall layout is correct for a bicycle in this price range. We liked the seat and pedal selection, but the grips made our hands sore. Sitting position on this SIS (click shift) equipped bike felt good in comparison to the stretched-out position some manufacturers are going for this year. Steering is well thought-out for the recreational cyclist and the bike can be used equally well on road or off.

The Pro Comp uses the same basic frame as the Comp, and comes with Shimano SIS Deore components. The retail price is \$625. This bike's white finish and graphics are well done, and the Pro is a very pleasing package to look at.

MS sent us a pair of Specialized Ground Control S tires to replace the bogus 2.0 Cheng Shin tires that are still being installed on most ATBs in 1988. Originally, the tires on this style of bike were 1.5 to 2.0 sizes to prevent an eleven-percent import tariff from being imposed on them. However, in 1988 the tariff policy has been changed to include these tires as well, yet we still receive many upper-end bikes with the narrow tires installed. Hopefully 1989 will show us a better tire selection.

The Ground Control tires changed this bike from a so-so handler to a traction tractor. It steered well on high speed straights and downhills, and climbed well on uphills. The short, steep hills here in the east made the bike a little hard to maneuver, but Roger at MS Racing claims he has been racing this bicycle in the west and has found it to be the hot set-up.

Grips on the Pro Comp XT were the new version of the Ugly grip, and were adequate, but you would probably change them for something smaller. Along with their respective component groups, both bikes have Shimano Biopace chain rings (the Pro has the "New" Biopace) to aid pedal effort in hilly terrain.

We tested the MS Comps in North Jersey, near ISDE Champion Drew Smith's home in the mountains. Rocks and natural springs were the order of the day. Thank goodness for the springs, since I managed to lose my water bottle on the first downhill and had to mooch off of everybody else during the ride.

The terrain was damp dirt and rocks, uphills and down, as well as a good portion



Wally flies through the brambles on the Comp XT. Aside from the tires, it was hard to tell a difference between the two.

of asphalt—exactly the kind of loop you would want to train on if you were serious about your riding. Our only real negative about either of the bikes was the tires: the Ground Controls on the Pro were great, almost magical. The skinny stock tires on the Comp did little more than keep the rims off the ground. Let us all thank import tariffs for that. Thankfully, good bicycle tires are not super expensive.



Aiming the Pro Comb down a rock face. Both bikes gave a very stable, sure ride.



The test subjects sprawled on the ground before the ride. Afterwards, it was the test riders sprawled on the ground!

Brake systems on both bikes were fine, with both using U-brakes at the rear and good old cantilevers on the front. Shifting was top notch on both machines—we could hardly tell a difference, even though they were two different component "price groups."

We flogged the both, for the better part of a day, with Drew and Chris Smith for help, and both bikes came out well. The "racier" riders of the group would opt for tighter steering geometry on the MS bikes, but the most casual of our crowd had little opinion on the matter. They were too busy riding over their tongues.

Overall, the MS Comp XT and Pro Comp XT are solid performers in this price range. You get a better (smoother, possibly more reliable) component group on the more expensive machine, but even an enthusiastic rider could hardly find fault with the more economical machine's performance. Both good bikes, with a name we've all come to know and trust, and excellent training vehicles. □



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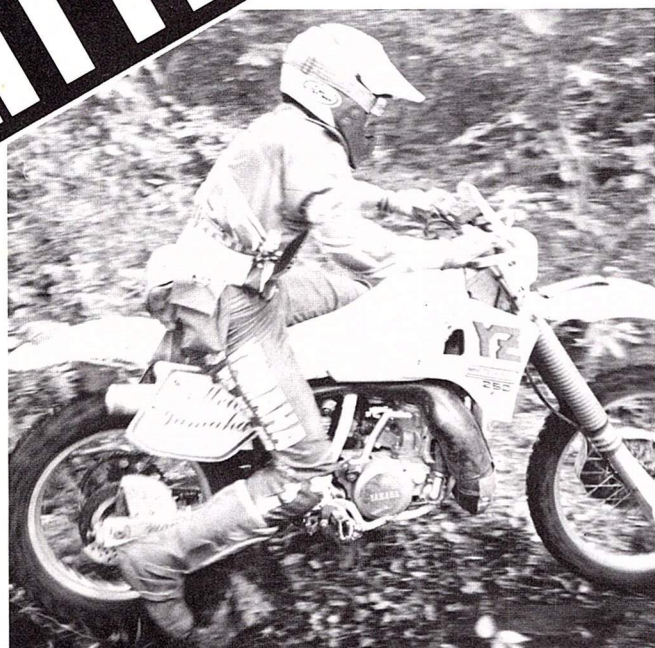
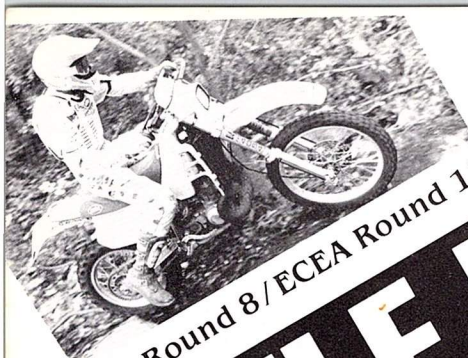
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# LITTLE RHODY

## NATIONAL ENDURO

NETRA Round 8/ECEA Round 13/AMA Round 8



Kevin Bennett has the uncanny ability to win ECEA enduros no matter who the competition is. He will almost certainly win the ECEA Championship again this year, and is looking for sponsors to take him to the Nationals in '89. Any takers?



Traff Rider

**R**ight off the bat, let's get the complaining out of the way. There were plenty of grumpy people after the Rhode Island National, and they weren't annoyed because it was a tough run. The main irritation was a radar trap on the Connecticut side of the course. The police set up a trap on an asphalt road that had a posted 20 mph speed limit, and the riders came onto the road either late in their minute or just plain late.

The unfortunate thing was that the speed limit signs weren't in the woods; when the riders came out, it was obvious from the route sheet that it was a short trip down the road and then back into the woods. What would you do in a section like that?

Halfway around a bend in the road was the trap. The cops "graciously" allowed everyone up to 40 mph, but over that and you were burned. At the rider's meeting, the club warned the riders that there was a likelihood of trouble in Connecticut, and even gave approximate mileages, but that knowledge afterwards just made things worse. "Why didn't they just stop us with a reset, if they knew the cops were going to be there?" said Kevin Hines afterwards. "They ran us into a radar trap just like it was another obstacle on the course! It wasn't on the route sheet, and there wer-

Traffic in the Rock Garden. The guys who had the easiest time rode through the fastest—no problem for the brave!

Kevin Hines' ride reflected the way his whole season has been going—bad luck on top of worse luck. He missed two checks by seconds, finished second overall, and then was DQ'd for a traffic ticket.



Randy Hawkins is just about assured the National Championship this year, but he deserves it. He had great luck, a nearly perfect motorcycle, plenty of desire and heaps of talent.

### Kevin Bennett dominates again, at the most controversial run of the year!

By Paul Clipper

Photos by Bud Macomber and Clipper

en't any signs. How many guys do you think can remember the mileage after a hundred miles of hard work?"

The firehouse was alive with stories of riders being stopped, riders simply refusing to stop, and riders giving up after being cited (by AMA rules, it's an instant disqualification). Hines had plenty to complain about. He had been waved down, and obligingly stopped for them, since he knew all his paperwork was in order. "They checked me out, then let me go. And I figured that was it." Hines went on to drop 33 points, two more than Bennett but good enough for second-place points, and left thinking he'd finished second overall.

Unfortunately, the police made it a point to report back to the club, and furnished them a list of riders who were cited. Hines was on the list, along with 16 others, which meant the whole group was disqualified. There was a very good sampling of the best ECEA and NETRA riders on that list.

All happy? Don't ask.

#### TOUGH COURSE

There were 169 miles on the route sheet; take out the resets and you had 140 ground miles, about 100 miles for the "C" riders, Super Seniors and Women. The terrain consisted of a lot of fast, semi-open woods trails, and rocky paths. The speed averages were high enough that nobody remembers dawdling along. "I was on time up to three and a half miles out," said Bennett, "and after that it was wide open!"

There were rock gardens here and there, but most of the trails weren't brutal, just fast. Still, a couple of sections stand out as premium spectator points. Area number



four, the Rock Garden, was a classic, where riders had to thread through a gully washed bare of dirt. It was a half-mile walk from the road, but still 50 or 60 spectators came out to watch the carnage.

We had a special private spectator point about 30 miles past that, that no one else knew about. It was quite a bit rockier than the Rock Garden, and even though it was traveled by only the A's and B's, most of the guys were hanging on like limp dish-rags by then. We'd holler to our friends "Only 30 miles to go!" and they were all too tired to even curse at us!

Bennett got through it with a 31, and once Hines was DQ'd Jack Lafferty Jr. was second with a 34. You put "ECEA" on a run, and these guys take over, no matter where it is. You could have an ECEA run at the Arctic Circle, and I would bet good money that Bennett and Lafferty would be the first two at the top (although I won't bet what order). A Great pair of riders, no doubt about it.

Randy Hawkins was second in the AA class, and it looks more and more like he'll win the championship this year with every run gone by. He had trouble with his rear brake in the first loop, and dropped eight points to Bennett's four, but he replaced the whole brake system and stayed on the pace from then on. He's riding the trickiest Suzuki RM250 you've ever seen, and we're all curious to see what Suzuki does when they win.

Randy's teammate, Dave Bertram, never got a chance to test himself on the Rhode Island course, since he became ill after dinner on Saturday night and quickly got worse and worse. Local guys joked that it was a natural reaction to Rhode Island



Bert Guerrette didn't do anything risky, and took home the High Point A trophy for his trouble. Bert rode a 350 instead of his usual 250.

cuisine, but he had to be hospitalized that night to get everything under control. It turned out that he was knocked down by complications from his cancer surgery of earlier in the summer, and they didn't let him out of the hospital until Wednesday. Since Hines lives close by, Dave wasn't hurting for company; Kevin probably let him know he didn't miss anything!

#### THE TIRED LEGIONS

Bert Guerrette, NETRA's '87 Enduro Champion, was actually third overall, in front of Hawkins, with a 36. Since Bert isn't a AA rider, he nabbed High Point A, which is not a bad award in a run like this. Jeff Russell, from Athens Sport Cycles in Ohio, was third in the AA class and fifth overall. We saw him crash in the rocks, but we promised not to say anything about it.

Dan Nenstiel dropped 50 points to be next in line, and he won the A 250 class as well. He was tied in points with NETRA rider Ron Stavens, but Ron dropped a few more seconds and finished seventh overall. That's okay, he won the A Heavyweight class. Second in the A Heavy class was Joey Hopkins with a 52, he was also eighth overall; and Jim Mitchell finished ninth overall and second A 250 behind Nenstiel, with 55 points to his credit.

Hank Stankiewicz was fourth in the AA class and tenth overall. For all you guys who felt old after this race, Hank is over 40 years old, and last year he was Senior class Champion in the National Hare Scrambles series. Hank rides a Husky 250 for Montgomeryville Cycle in Pennsylvania, and is real glad to still be able to beat "all the kids!"

NETRA rider Kerry Clark wrestled his 125 to the front of the A 125 class with 75 points down, and John Fleck was the A 200 class winner with 58. He tied NETRA favorite Dave Burnett, but Dave wound up losing a few more seconds along the way. ECEA's Ed Toth was the winner in the A Senior class, 67 points shy of a zero; and Mark Young took the A Four Stroke trophy with a 109.

Chris "Rats and Bones" Smith finally

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won a B High Point at Rhode Island, riding one of Drew's old XR280s. He did the deed with a 57 point loss, which was good enough for 11th overall as well. According to the AMA, this will put him automatically into the A class, where he'll probably do quite well.

R. Farber won the B 125 class, 94 points to Dale Hiles' 97. Kevin Howley dropped 73 points in the B 200 class, giving him an easy win, and Chris O'Brien's 65 point loss ensure him the top in the B 250 class—25 points better than second place! Anthony Tomasello dropped 78 points and won the

B Open class, and Ernie Mellor's 137 took the B Senior win. Brian DeSimone won the B Four Stroke class with a 138.

In the "C" class, Paul Wolinski took the High Point award with a 48-point loss, and Terry West was the closest to him, with a 52 in the C200 class. Jason Rawlings

<b>Little Rhody National Class Results</b>			<b>Super Senior</b>		
Kevin Bennett	31		1. Don Burnett	44	
<b>Grand Champion</b>			2. Robert Hoover	133	
Bert Guerrette	36		<b>C 200</b>		
<b>A High Point</b>			1. Terry West	52	
Chris Smith	57		2. Steve Marando	68	
<b>B High Point</b>			3. Dave Brobst	69	
Paul Wolinski	48		4. Neal Hamilton	72	
<b>C High Point</b>			5. Todd Smith	75	
<b>AA</b>			<b>C 250</b>		
1. Jack Lafferty Jr.	34		1. Jason Rawlings	55	
2. Randy Hawkins	37		2. Ken Tomeo	60	
3. Jeff Russell	43		3. Layne Dutlinger	61	
4. Hank Stankiewicz	56		4. Ronald Tassinari	62	
5. Mike Hoover	59		5. Dave Punch	65	
<b>A 125</b>			<b>C Open</b>		
1. Kerry Clark	75		1. Paul Hurley	75	
2. David Tucker	89		2. Bill Aaroe Jr.	81	
3. Dave Shirey	147		3. Richard Collins	82	
4. Jim Costello	ck.11		4. Gerry Howley	94	
<b>A 200</b>			5. Jeff Piscitelli	109	
1. John Fleck	58		<b>C Four Stroke</b>		
2. Dave Burnett	58		1. Carl Rosswoog	63	
3. William Gerner	73		2. Mitchell Sheitelman	81	
4. Bob Agonis	97		3. Larry McConnell	85	
5. Bill Atherholt	106		4. Steven Calise	85	
<b>A 250</b>			5. Randy Ferman	92	
1. Dan Nenstiel	50		<b>Teams</b>		
2. Jim Mitchell	55		1. CJCR 'Good'	180	
3. Jeff Rosenberg	62		2. DER #2	366	
4. David Kash	71		<b>B 250</b>		
5. Glenn Bauer	74		1. Chris O'Brien	65	
<b>A Open</b>			2. Rick Marcinkewicz	90	
1. Ron Stavens	50		3. Mike Felegie Jr.	90	
2. Joey Hopkins	52		4. Alan Vetri	91	
3. Bob Ellis	59		5. Jeff Bauer	108	
4. Guy Hill	66		<b>B Open</b>		
5. Cliff Tenney	69		1. Anthony Tomasello	78	
<b>A Senior</b>			2. Rod Worster	88	
1. Ed Toth	67		3. Bill Atkinson	149	
2. Irving Witkop	73		4. Dave Leedberg	158	
3. Dennis Lennon	77		5. Ken Crane	169	
4. Scott Wolfersberger	79		<b>B Senior</b>		
5. Gary Doerr	86		1. Ernie Mellor	137	
<b>A Four Stroke</b>			2. Rick Schoonmaker	182	
1. Mark Young	109		3. Ken Ettinger	283	
2. John Cushing	139		4. John Campetti	ck.14	
3. Pat Wolf 141			5. Tom Levesque	ck.11	
4. Gary Noble	170		<b>B Four Stroke</b>		
5. Pat Emmons	371		1. Brian DeSimone	138	
<b>B 125</b>			2. Mike Ruhlin	152	
1. R. Farber	94		3. Ted Lytle	155	
2. Dale Hiles	97		4. Jack Weichsel	170	
3. Jarod Bierly	114		5. Norm Chatigny	ck.15	
4. Ken Long	139		<b>Women</b>		
5. Curt Howard II 145			1. Kathy Campbell	88	
<b>B 200</b>			2. Nichole Schlotterbeck	114	
1. Kevin Howley	73		3. Michele Rau	252	
2. George Gagnebin	84				
3. George Barrett	145				

## "BUY A SUBSCRIPTION, OR I'LL BLOW THE EDITOR AWAY!"

This is the last straw! He complains too much about driving to all these East Coast events, about eating cheap food all the time, and about having to ride an old, broken-down Husky! I say it's good enough for him, but I can't stand the whining any longer! For \$18 a year you get the best East Coast off-road magazine, I'll cut him in for a piece, and I'll get a little peace of mind! Either that, or it's lights out!

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dropped 55 and won the C250 division, Paul Hurley took the C Open with a 75, and Carl Rosswog's 63 caught him the C Four Stroke laurels.

Kathy Campbell ran away with the Women's class, 88 points over Nichole Schotterbeck's 114, which is hardly surprising, since she's been kicking butt all season. She rides with a sign on her back that says "Steel Butt," and she needed one for this ride. Don Burnett took the honors in the Super Senior class. He rode his usual pace and dropped 44 (remember, the Supers rode the shortened course), which was exactly 89 points faster than Robert Hoover, who took second. Burnett was reportedly planning to ride the last loop as well, but by the time he got to the 117 mile mark, he was perfectly happy to stop! Central Jersey Competition Riders' "Good" team took the Team award, 180 points to Delaware Enduro Riders #2 team's 366.

#### AND WOULDN'T YOU KNOW IT

Just about all the A riders we talked to afterwards loved the course. It was rideable throughout, occasionally rocky but not ignorant. A few complained that it may have been too long, since once you've taken 20 points from the top riders you've pretty much decided the finish. But all in all there were good reviews, which was surprising, considering the condition of many of the finishers!

There were no check protests, no scoring problems, and the massive amount of work the Rhody Rovers put into the event was apparent. Had it not been for the police problems everybody would have gone home happy. Very, very tired, but happy. □



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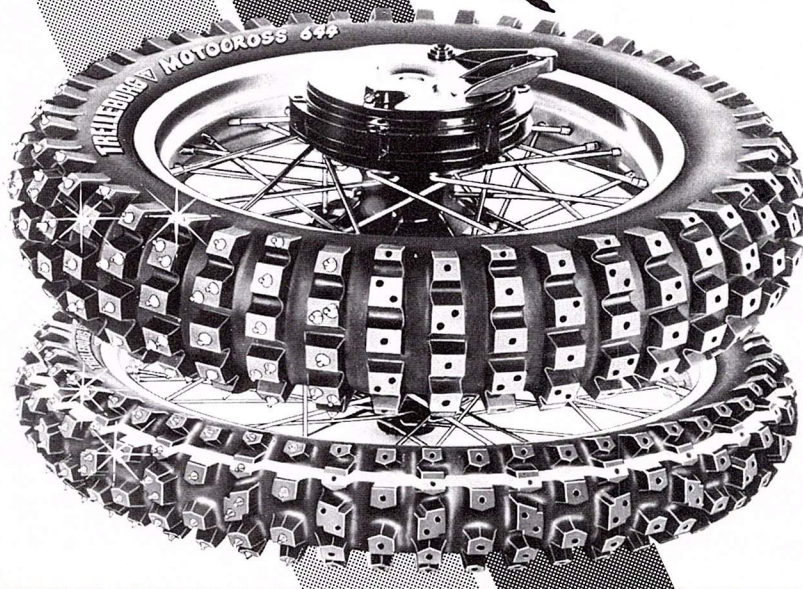
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ECEA Round 11

# GREENBRIER ENDURO

The Yamaha pilots take a break, and Steve Hodgson wins one on a Kawasaki 125!

Story and photos by Bob Stewart



Belleplain, N.J.

Take a comfortably warm, sunny day, add a breeze, and throw in 88 miles of South Jersey trails to ride and you have the 1988 version of the Green Brier Enduro. The Tri-County Sportsmen Motorcycle Club surely had the co-operation of Mother Nature for this one. Then too, this event provided the more than 300 entrants with much more to think about than the near perfect weather.

"I had a lot of problems with the logs," lamented one veteran rider. "I'd come around a bend, really on it, all leaned over and all, and then there would be a log, and oh! Wow! Hang on!" Nothing of this na-

ture bothered Steve Hodgson, however, as he flogged his 125 Kawasaki into the Grand Champion winner's circle.

With a lightweight machine taking the overall, you know there was plenty of tight, I mean TIGHT, trail to negotiate here. Hodgson dropped just 11 counters on his way to the win, finding all the new, tight trail to his liking. "They had some real sneaky checks," said Jimbo Martino. "There was this one place, where you came around this lake, and you could see what looked like a check on the other side. I mean, with flags and a check crew and all. You'd think *I can zero that baby!* so you'd head around and there was another check before the one you could see. You never



The infamous Greenbrier "Corduroy Road" claimed more than a few victims!

Steve Hodgson holds up the large Grand Champion plaque. Steve is the first 125 rider to win an overall in many years.

did get to that one you could see. They got a lot of people early at that one."

"Should have been won by about an eight," said Ken Yankowski, who dropped 12, "Without a hot one or so . . ."

Some of the entrants complained of getting lost in one section, but, as Rich Trader explained, "That wasn't the fault of the trail crew. You could see where someone had pulled down the arrows and left them



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laying all around the ground. The (sponsoring) club can't help things like that." This lost trail made for interesting stories from some riders however, like who broke trail for whom, and which one finally found the right turn. "It seemed like I was breaking trail for someone else all day," said Gary Cutts. Then

someone else claimed to be the one who finally got the group they were with onto the right track.

Most of the entrants had a good time, however, and that is really what this is all about. There was the occasional black foot or swollen toe, the scratches and bruises, the sweat and

blisters, but this must be fun or why would we do it?

Actually, the Tri-County Sportsmen did a creditable job of putting on a quality event. They made good use of what the countryside offered, and seemed to have the right people in the right places all day. The Belleplain Fire Company

also deserve kudos for a fine facility from which to run this event, the food provided, and the Rescue Squad people to tend the injured.

Congratulations to those who did well in their class, and to those who feel they should have done better, better luck next time. □

#### Greenbrier Enduro Class Results

Steve Hodgson Kaw 11

Grand Champion

Pat Emmons Hon 13

High Point A

Dennis Zuranski KTM 14

High Point B

M. Ekberg Suz 27

High Point C

A Light

1. T. Topham Kaw 14

2. D. Tucker

3. E. Koeller

A Med Light

1. J. Fleck Yam 18

2. B. Atherholt

3. L. Welch

4. B. Topham

5. B. Agonis

A Medium

1. J. Franks KTM 14

2. P. Spanpanato

3. J. Rosenberg

4. J. Gahm

5. D. Nensteil

A Heavy

1. J. Roeske Kaw 16

2. A. Bylsma

3. D. Scotten

4. C. Tenney

5. D. Freitas

A Senior

1. S.

Woltersberger Kaw 16

2. E. Toth

3. T. Phillips

4. R. Tompkins

5. J. Palumbo

A 4-Stroke

1. R. Bennett Hon 15

2. J. Cushing

3. G. Noble

4. R. Hancock

AA

1. H. Stankiewicz KTM

12

2. K. Yankowski

3. G. Cutts

4. R. Mollenkopf

5. M. Lambert

Women

1. K. Cambell Kaw 42

2. L. Luhn

3. N. Slotterbeck

4. D. Newman

B Light

1. R. Farber Kaw 20

2. K. Long

3. D. Barlow

4. R. Sauer

5. M. Collins

B Medium

1. M. Marszalek Hon

16

2. J. Camara

3. C. Napier

4. R. Marcink

5. C. O'Brien

B Heavy

1. A. Buchholz Hus 21

2. B. Atkinson

3. M. Larsen

4. J. Reynolds

5. A. Fulton

B Senior

1. J. Storek Kaw 34

2. B. Sharp

3. D. Zurawski

4. J. Nagengast

5. T. Calandra

B 4-Stroke

1. B. DeSimone Hon

29

2. J. Waller

3. K. Willitz

4. M. Miller

5. D. Kocis

Super Senior

1. J. Cooper Hon 27

2. D. Van Driel

3. R. Old

4. D. Severe

5. E. Baker

C 4-Stroke

1. M. Yorak Hon 38

2. J. Earley

3. S. Brown

4. G. Gater

5. D. Chilkotowski

C Med Light

1. R. Caldas Hon 36

2. W. Adamchik

3. S. Marando Jr

4. J. Ande

5. J. Robbins

C Heavy

1. B. AAroe Hus 42

2. M. Grossman

3. J. Gilfillan

4. M. Willis

5. L. O'Hara

C Medium

1. K. Tomeo KTM 34

2. S. Becker

3. J. Yankowski

4. D. Varnes

5. S. Leatherwood

Teams

1. Pine Barons #1

2. South Jersey #1

3. Central Jersey

'Good'

4. South Jersey #2

5. Central Jersey 'Bad'



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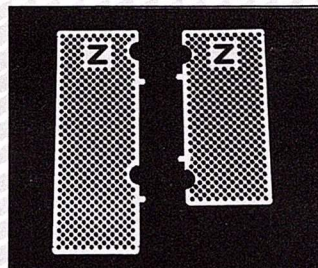
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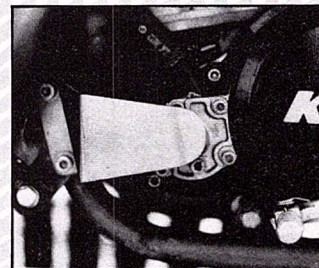
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VCHSS Round 10

# Reddy Hole

## HARE SCRAMBLES!

Attack of the 125s in Ivor, Virginia!

By Tom C.A.F. Gonaway  
Photos by same

Ivory, VA  
I damn near got myself killed this time. Not because of my lack of riding skill, or my usual morning sluggishness. No, this time it was not my riding at all; I didn't even enter the darned race. An overexuberant 125 rider nearly holed me right out of business.

I can't really fault the guy for it, though. After all, he did go on to win overall honors that day. Who is this moto-maniac I speak of? Well, I don't know him personally, but his fans call him Jeff Blankenship. What his competitors call him won't be printed here (this is a family mag, y'know), but this dude hauls freight!

Mr. Blankenship wasn't the only fast rider in Ivor this day. A young fellow named Robbie Felts was moving very quickly as well. Robbie took the Mini class all the way, with at least a full two minute lead. I tried my best to stay ahead of this young rocket pilot so I could get at least one good picture of him, but alas, I ended up waiting at the finish line for a shot.

After the Mini riders finished shredding the course, the main event took over. First off the line would be the Senior class. Rick Pino took the holed shot and the class win, aboard an ATK that he tried to sell me a few months back (I wish he had talked me into it).

The second class to assault the Ivor terra-firma was the Super Seniors. Bill Edmundson led his class on a Honda of unknown vintage. Mr. Edmundson has been racing around these parts for so long, we almost named the series after him. At the time, he was still annoyed at the Wright brothers for not letting him try their plane, so he wouldn't let us use it (just

ribb'n ya, Bill).

Now came the 125s. After my narrow escape, I clawed my way out of the thorns just in time to get my camera roosted by the last 125 off the line. These guys make a lot of noise and smoke when they're on the pipe, but they dress real fine. I haven't seen so much pink gear since I left my heart in San Francisco.

The Four Strokes were up next, and Tommy Ashley led them into turn one, as well as to the finish. These blokes don't roost too much, but they sure seem to have a hard time keeping their front wheels on the ground. The Open class saw Eddie Armentrout emerge on top. Ed holds the #8 plate in his class, but I think he may move up if he rides like this all year. Nice guys don't always finish last.

Then came Carl Johnston on his KTM. Carl rode to a win in the 250 group, and was given a good ride thanks to the hard-working folks at Poor Boy Enterprises, the guys who put on the event (that name says it all, don't it?).

After the deuce-point-fivers had made their way into the woods, the always hotly-competitive 200cc riders jockeyed for position, with Andrew Williams taking an early lead. In the early part of the race, though, he mangled his chain guide and spent the rest of lap one putting his wandering chain back on track. Once he got the problem licked, he went on to come in second behind David Ashley, who took full advantage of Williams' situation and never looked back between the start and the win.

Now the final group was ready to go. They are the Trailrider class, something I'm very hap-

Robert Galyon slops his way past Bobby Wilt on one of the wetter parts of the course.



The Double-A class up and roosting! Winner Derek Kutcher (4AA), Danny Morrison (9AA), and Roland King.

Larry Williams, stuck up to here! When you hit it, you sure knew you were on the wrong line at Reddy Hole!



py to see incorporated into our series. If not for this class, we'd probably have very few riders signing up for our events. The Trailrider class is reserved for beginning riders, too old for the Mini class, but still too smart to try their luck against more experienced and aggressive riders. Still, I wouldn't look down my nose at these guys, because this is where tomorrow's winners will come from. And speaking of winners, Mark Spallard won the Trailrider class this time, and therefore will move up and out of the class for good. Good going, Mark!

Now, you may have noticed that I haven't said anything about the AA class. Well, we just didn't have many of them here today; in fact, only three

entered. They are (1) Derek Kutcher, (2) Danny Morrison, and (3) Roland King. All three are exceptional riders and very smooth. The numbers listed in front of their names denote the places in which they finished. King was riding well until he lost a jousting match with a tree and DNF'd with a stick through his radiator. Tough break, Roland. Hope you can get it cured before Stoney Broke.

Thanks to Poor Boy Enterprises, and to the Ivor Volunteer Fire Department, and a special *domo arigato* goes out to land owner Bob Felts for the use of his property. Great race gang, and give each other a pat on the back. Is it Miller time yet? □

<b>VCHSS</b>		4. Bobby Wilt	Hon	2. Danny Morrison	Kaw
<b>Reddy Hole</b>		5. Dave Olds	Hon	3. Roland King	Hon
<b>Hare Scrambles</b>		<b>Seniors</b>		<b>125</b>	
Jeff Blankenship	Yam	1. Rick Pino	ATK	1. Gill Griggs	Kaw
<b>Overall Champion</b>		2. Mark Maddox	KTM	2. George Greer	Hon
<b>Trailrider</b>		3. Bob Jones	KTM	3. Ritchie Denzler	Kaw
1. Mark Spallard	Yam	4. Bill Porter	Hon	4. Manuel Fonseca	Yam
2. Freddy Moore	Hus	5. Robert Williams	Kaw	5. Billy Cox	Suz
3. Matthew Brantley	Hon	<b>Super Senior</b>		<b>200</b>	
4. Lee Eanes	Hon	1. Bill Edmundson	Hon	1. David Ashley	Kaw
5. Steve Sheaver	Hon	2. Johnny Bare	Hus	2. Andrew Williams	Kaw
<b>250</b>		3. Sonny Wood	Hon	3. Cubby Bare	Kaw
1. Carl Johnston	KTM	4. Stan Littleford	Hus	4. Mike Wade	Kaw
2. Darryl Campbell	KTM	5. Jack Schidlmeier	KTM	5. Terry Tichey	Yam
3. Mark Allman	Hon	<b>Four Stroke</b>		<b>Mini</b>	
4. Don Hall		1. Tommy Ashley	Hon	1. Robbie Felts	Kaw
5. Eddie Young	Yam	2. Al Odenthal	Hon	2. Matthew Brantley	Kaw
<b>Open</b>		3. Mac Price	Hon	3. Johnny Cox	Kaw
1. Eddie Armentrout	Hus	4. David Caddy	Hon	4. Kevin Cooper	Kaw
2. Glen Holcomb	Hon	<b>AA</b>		5. Danny Morrison	
3. Paul Norris	HUS	1. Derek Kutcher	Suz	Jr.	Kaw



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Mauricetown, NJ

I had been looking forward to it since last August. You know you'll finish and usually with little damage to yourself or your motorcycle. What am I talking about? Only the most happening event of the year in Mauricetown, New Jersey: the Beehive Enduro.

It's sad to think that if not for this enduro, Mauricetown might have gone unnoticed by myself and many others. Its hard to drive through town without conjuring up images of the mid 1800's when old taverns, horses, carriages, and Victorian dress would have abounded in the tree lined streets.

On this particular weekend each year, young, old, fat, thin, fast, slow, male and female come out of the woodwork to this quaint riverfront town. The bikes are almost as diverse as the group of people who ride them. Many look like the ones on top of the "dust collectors" we all have at home, but it really doesn't matter. Ask a guy who rode a 1973 DT 125 at the Beehive and he'll tell you he had a great time.

This would be my second Beehive enduro and a sign that my second year of teaching was about to begin. If you ever want to see twenty-five fifth grade children give an adult their undivided attention, you should be in my classroom on the first day of school in September. I always like to start the year by telling the students about myself and my family. The highlight of my life to these wide eyed cherubs is definitely the fact that I ride and race a motorcycle. On "back to school night" most of the parents can't remember my name, they just know I ride a motorcycle. They usually stare at me like



Even though it's a timekeeper run, you don't always ride slow. Bill Santora and Shawn Douthitt hook the throttle on in a fast, flat section.

ECEA Round 10

# BEEHIVE ENDURO

A view from the Women's class, at the ECEA's #1 "timekeeper" enduro.

By Emma Leigh-Larsen  
Photos by Ian Matthews



"Lucky" minute 13 kicks it into gear. Mike McHale (13A) was sixth in the AA class, Bob Deveney (13B) was third in the A Heavy, Tony Vecchio (13C) won the B Medium Light class, and Jim Gahm (13D) was fourth in the A Medium.

they expect me to be wearing black leather and a tattoo. One father last year made me laugh when he said he was sure he picked me out of the many teachers because I was short

and stocky, the perfect build for motorcycling. Little does he know!

The Beehive would be my parent's first enduro. I was sure they'd stick out like sore thumbs with my mom in her hot pink Reeboks and matching outfit and dad dressed in whatever she laid out. To my surprise, they looked like real pros and caught on quickly. I observed as my dad analyzed the spectator sheet and planned his day so as not to miss a single road crossing or spectator point.

As I came into check 4, late as usual, I was blinded by the flash of my dad's camera. He was obviously proud and couldn't wait to tell me that I had come into the check exactly on time and that two other guys on my number had come in much too early. Actually, I had dropped 9 points. What I failed to tell my father, was that we keep time in accordance with a key time clock. Boy, wouldn't Kevin had been sur-

prised if I had zeroed that check! My dad, a retired math teacher, takes pride in always being correct when it comes to facts and figures. He sets his watch according to NASA and Big Ben. How dare the members of CDR challenge his exactness! Better work on that next year guys!

Except for the key time, the CDR members definitely gave all 542 of us our money's worth. The new tight trail in the morning was terrific; however, due to Fish and Game restrictions, a lot of previously used trail was bypassed using roads. There were few whoopedos and no killer sections or bike swallowing mud holes. What other club hangs up signs in the woods that read "roots ahead?" The CDR members even added a small pit section at the end where some 'Ricky Johnson' types demonstrated both what to and what not to do when jumping on a motorcycle. For the most part, the day was just plain fun!

Back at the firehouse, the scoring went quickly considering the number of riders and tied scores. It is obvious that CDR wants to maintain rider enthusiasm. I was ready to go home and sulk about my 7th place finish when I noticed the number of trophies to be given in each class. I was particularly impressed when I saw 13 Super Senior trophies and 8 Women's Class trophies. It really doesn't matter what place it is, everybody loves a new "dust collector!"

Congratulations, Competition Dirt Riders! You deserve a trophy too! □



Jimmy Franks shows off the wrong way to exit a sand pit. Believe it or not, he recovered in time to finish fifth in the A Medium class.



Beehive Enduro Class Results		4. J. Lafferty		10	B Heavy		B Senior		C Heavy	
Kevin Bennett	5	5. R. Fliegau		11	1. M. Larsen	10	1. B. Sharp	13	1. B. Wilt	13
Grand Champion		A Heavy			2. D. Jobs	10	2. L. Newman	14	2. M. Crosby	14
Dan May	7	1. D. Scotten	7	7	3. J. Morgan	10	3. J. Nagengast	14	3. F. Wartman	15
High Point A		2. J. Roeske	8	8	4. B. Atkinson	11	4. J. Walters	15	4. D.B. Griffith	15
Dale Hiles	7	3. B. Deveney	9	9	5. F. Burt	12	5. J. Storck	15	5. J. Croll	16
High Point B		4. D. Freitas	9	9	B Medium		C Light		C Four Stroke	
J. Chris Brown	12	5. K. Taylor	9	9	1. J. Camara	9	1. R. Kibbe	13	1. N. Chatigny	14
High Point C		A Four Stroke			2. C. Smith	9	2. D. Emmons	14	2. S. Brown	15
AA		1. P. Emmons	8	8	3. T. Napier III	10	3. R. Caldas	14	3. M. Yanak	16
1. J. Lafferty Jr.	6	2. R. Bennett	9	9	4. J. Walaszek	10	4. G. Jensen	14	4. B. Wilson	17
2. K. Yankowski	7	3. B. Kenny	10	10	5. C. O'Brien	10	5. A. Schwarz	14	5. D. Earley	17
3. M. Lambert	7	4. W. Wickline	10	10	B Four Stroke		C Medium		Teams	
4. H. Stankiewicz	7	5. J. Cushing	11	11	1. B. DeSimone	10	1. J. Kelly	13	1. CJCR Good	38
5. G. Cutts	8	Super Senior			2. T. Lytle	14	2. M. Marcin	14	2. Tri-County	41
A Light		1. J. Cooper	11	11	3. B. Goss	14	3. S. Marando Jr.	14	3. SJER #2	46
1. T. Topham	7	2. W. Wahl	14	14	4. G. Shane	14	4. J. Crouch	14	4. Meteor #1	48
2. E. Koeller	10	3. R.Q. Old	17	17	5. P. Wright	14	5. T. Peters	15	5. Ridge R.R.& P.	48
3. D. Tucker	10	4. J. Galie	19	19						
4. D. Shirey	11	5. J. Shunk	19	19						
5. J. Costello	13	Women								
A Med. Light		1. K. Campbell	15	15						
1. J. Fleck	9	2. L. Luhn	16	16						
2. L. Welch	11	3. N. Schlotterbeck	18	18						
3. R. Stuart	13	4. D. Newman	18	18						
4. B. Agonis	13	5. K. Hiles	24	24						
5. T. Reiver	13	B Light								
A Medium		1. R. Farber	8	8						
1. P. Spampanato	7	2. C. Horn	10	10						
2. J. Rosenberg	7	3. D. Barlow	11	11						
3. D. Nenstiel	7	4. M. Collins	11	11						
4. J. Gahm	7	5. K. Long	11	11						
5. J. Franks	8	B. Med. Light								
A Senior		1. A. Vecchio	10	10						
1. S. Wolfersberger	7	2. F. Lillo	11	11						
2. E. Toth	9	3. D. Waxmunski	12	12						
3. T. Phillips	10	4. K. Drehs	12	12						
		5. D. Varnes	13	13						

### Vital Statistics

When you say the words “family enduro” in South Jersey, the Beehive is the first run that comes to everybody’s mind. Competition Dirt Riders have hit on a formula that keeps just about everybody happy. It is a very easy run; the “A” riders complain because most of the riding is dull, but they still lose six or seven points along the way, and the “B” and “C” riders lose their points without being beaten to death. How? Plenty of resets, very few whoopedos, and only a couple of “ignorant” tight sections.

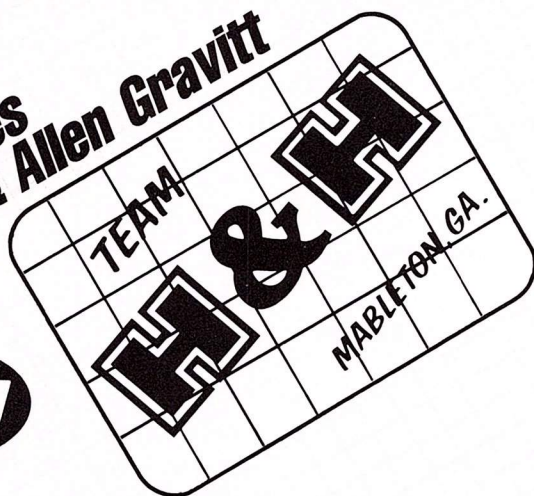
The popularity of Beehive is legendary; the event draws entrants from New England to North Carolina. 1987 was a very high year, with 580 entries, this year they were down a little below 500, but nobody’s complaining. The highest number of entrants are in the “C” class, with 80 riders in the “C” Lightweight class, and 59 riders in the “C” Medium class. For beginners or casual trail riders, the Beehive is the best “starter” enduro in South Jersey! □

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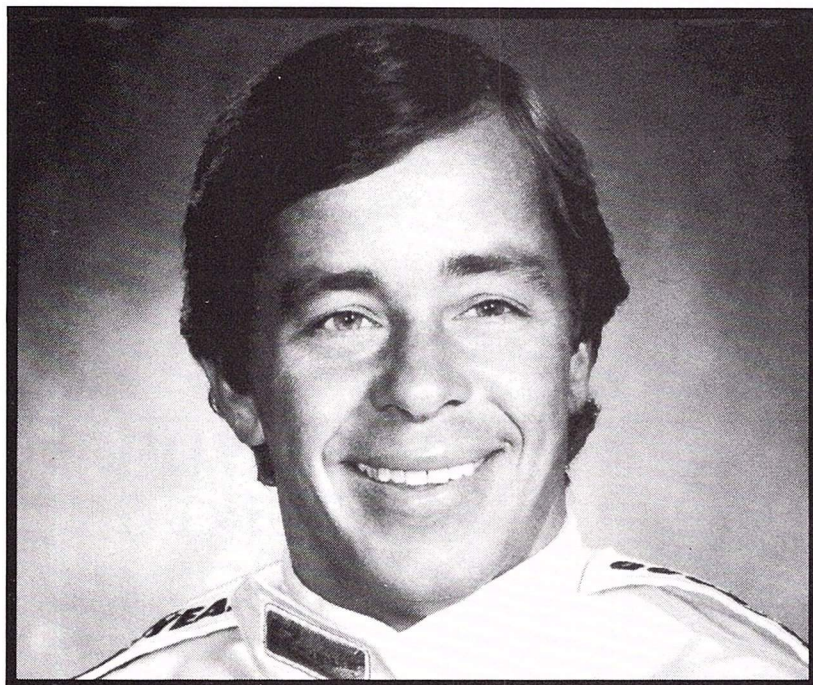
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**Name:** Howdy Holmes

**Occupation:** Race car driver

**Job description:** "I've raced all types of cars from the beginning, but currently my main thing is Indy car racing."

**Auto racing/professional career:** Developed and managed race car preparation shop in Stockbridge, Michigan in early '70s; competed successfully in Super Vee and Can-Am events; was an instructor with the Bill Scott Racing School and the SCCA. Won Formula Atlantic title in 1978. Five Formula Atlantic career victories (1978 & 1979). In 1979, made Indy

car debut with a 7th in Indianapolis 500; named Rookie of the Year. Finished 13th in Indy car points, 1982 and 1983. Second fastest qualifier for 1984 Indy 500 (207.977 mph). Four top-10 finishes in Indy 500 (1979, 1982, 1983, 1985). In 59 Indy car starts, has finished in the top five three times and in the top ten 23 times. Owns and operates marketing firm in Ann Arbor, Michigan and has appeared in a variety of TV commercials. Was a color commentator for ESPN during 1980 & 1981. Contributes articles to a variety of publications; author of "Formula Car Technology," Book of the Year Award winner from STP and AARWBA.

**Riding history:** "I bought my first off-road bike at 18. I had very limited riding experience until I was invited to the Colorado 500 in 1985. I rode more miles in a week than I had ridden in the last ten years! The scenery and the camaraderie of the ride are outstanding. This year will be my third year for the Colorado 500. It's great fun and terrific riding."

**Bikes currently owned:** Honda 350; Yamaha 360.

**Magazine:** "DIRT RIDER is full of information and tips you just wouldn't get anywhere else. As someone who hadn't really spent much time on a bike before riding the Colorado 500, I found DIRT RIDER to be a perfect introduction to the sport. I used it to decide what kind of equipment to buy, how to use it, and where to pack it. The other thing I really like is the variety. It doesn't fit any particular mold and isn't just about a single type of bike or rider. DIRT RIDER exposes you to the whole sport, and as a relatively new enthusiast, that's really important to me."

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# Trail Rider

December 1988

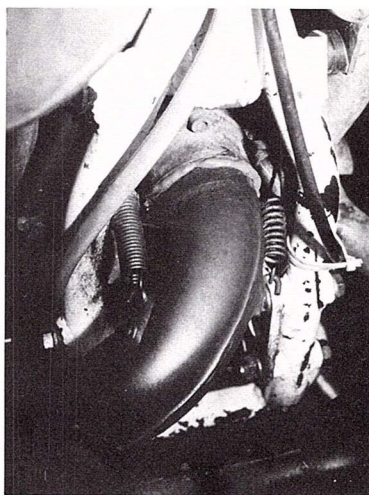
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Attention All Glueheads

# SEAL IT UP!

Make your bike work better by sealing up the oozes, drips, drools and air leaks. All you need is a tube of Silicone Seal, a can of Gaskacinch, and a bucket of grease!



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Some bikes use a piece of hose to seal the joint between the silencer and the pipe. If yours doesn't, use the high-temp silicone and let it dry before you start the bike. This will stop all the mung that drips out all over your shock.



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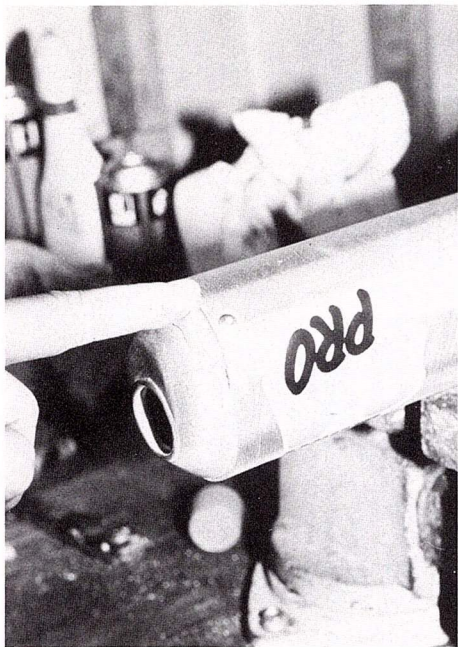
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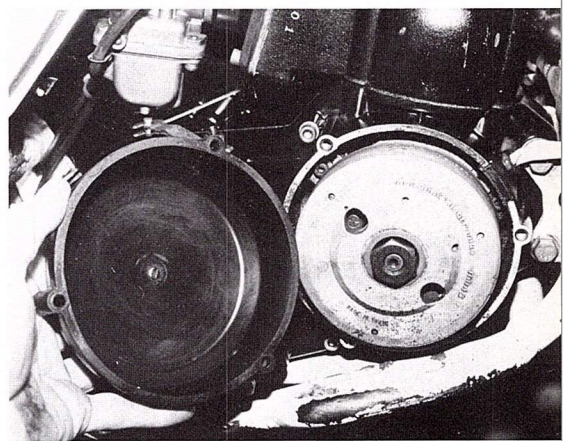
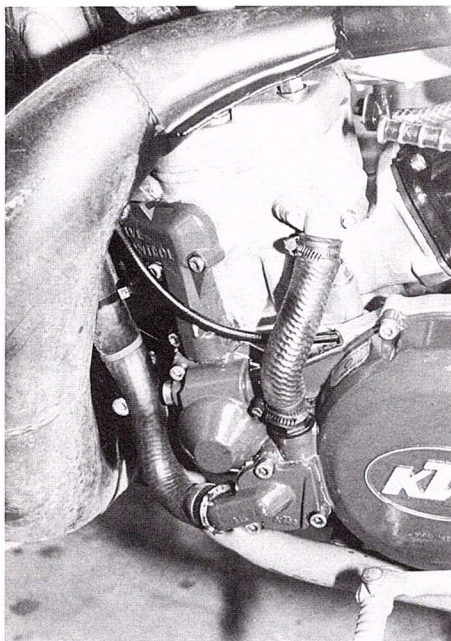
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The joints between silencer parts can pass exhaust mung, especially if your exhaust gasses seem wet (like a KDX200 . . .). To keep a new silencer from looking ugly, force a little bit of silicone seal in all the open seams.

Power valve covers seem to be the last thing designed when an engine is made, and many, like this KTM, allow slight amounts of oil to leak out and create a sludge patch on the side of your engine. Use a new gasket, but seal it up with silicone gasket material or Permatex gasket cement. The KTMs need a good wad of silicone where the cover meets the rubber bottom.



Ignitions aren't as sensitive to water as they used to be, but if you're going to be submerged all day a bead of silicone around the cover will help keep things dry. Pay close attention to where the wires exit the cover. After a wet ride, take the cover off and let everything air-dry.

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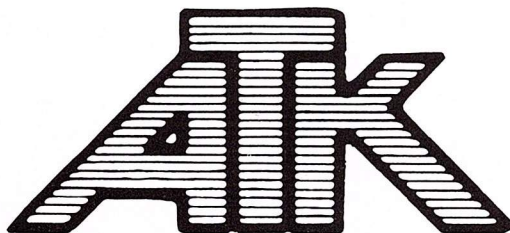
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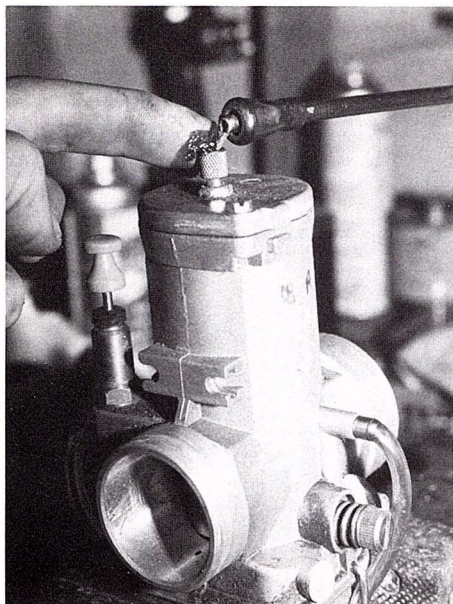
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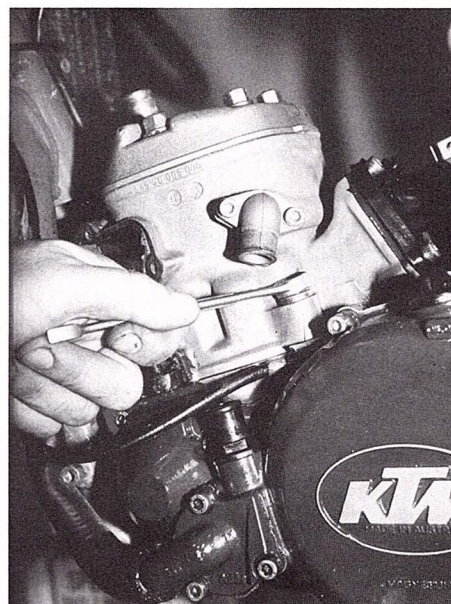
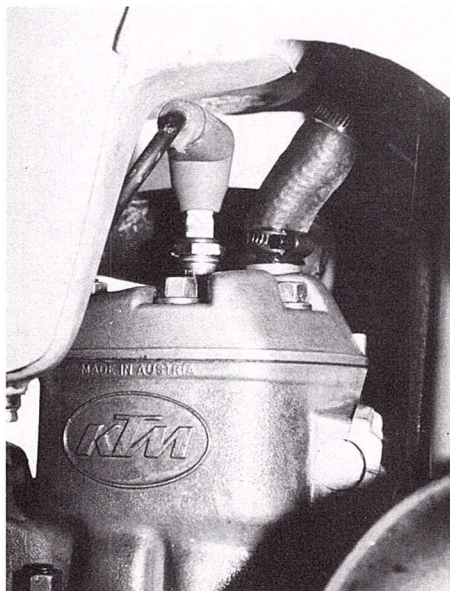
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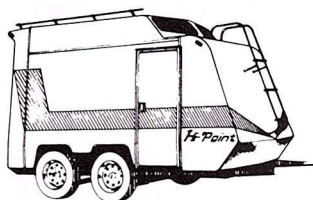
An extra dab of silicone at the wire entrance to the spark plug cap might help in the wet. Check the other end of the wire as well—where it attaches to the coil. Usually the wire screws onto a post inside the coil, and it can screw out. Silicone around the base of the wire and it won't go anywhere. Nicks and cracks in the wire can be covered up with electrical shrink tubing, available from Radio Shack, but it's better to replace the wire. Don't use electrical tape unless you want to make a mess.



NEVER, EVER use silicone seals around a carb, unless it's on the outside of the airbox or around the outside of the airbox boot. Most silicones do strange things in the presence of gasoline, and you could easily wind up with it all through your carb and plugging all the jets. If you need extra waterproofing, use marine grease inside the fitting at the top of the carb, and use a good rubber boot. To be really safe, attach fuel filters to the ends of the vent tubes.

All gaskets need to be sealed. For maximum protection, use Yamaha Bond or Gaskacinch on the water-sealing parts of your head gasket, and on the base gasket. It will make them difficult to remove, but very reliable. Use grease on intake manifold gaskets, engine case gaskets, and side cover gaskets. Permatex or Gaskacinch makes a great seal for water hose connections if you're paranoid.

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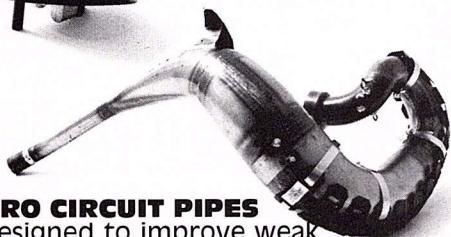
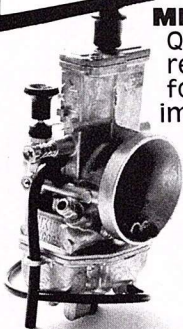
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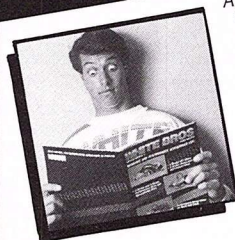
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# SIX DAYS OF MICHIGAN

Following Team Canada as they circumnavigate the peninsula

Story and photos by Bill Fitkowski

## Lower Peninsula, MI

**T**he Cycle Conservation Club of Michigan bills the Six Days of Michigan as the ultimate trail ride. With 750 miles of mostly pines and sand, most riders would agree that this event is just about the most fun one can have on a motorcycle.

The ride was based on the club's trail network system throughout the northern portion of the lower peninsula. Each day was a point-to-point ride that took you to a new location, with the exception of the first day, which was a loop. The organizers had two moving trucks as support vehicles for hauling camping gear and spare parts for the bikes. This removed the necessity for some of the riders to arrange for their own support crew, although most of the people either had vans or motorhomes that went forward to the next campsite. Each day covered approximately 120 to 140 miles of trail.

For those riders who took the time, there was ample opportunity to enjoy the scenery, and some of us even spotted the odd deer out on the trail. The trail system had almost every type of terrain except for rocks, so that if you didn't like the whoops and deep sand on day one, there would be another day more to your preference.

Due to the extremely dry summer that Michigan had been experiencing, tech inspection of the spark arrestors was very stringent. On the Saturday before the start of the ride, all of the bikes were checked for noise level and spark arrestor, along with a check for proper registration and insurance for riding on the few roads. After tech, the riders passed through registration, and then it was time to kick back and prepare for the challenge that lay ahead.

## Day 1: Caberfae—Baldwin—Caberfae

Two hundred forty-five riders started out from the Caberfae ski resort on the first day of trail, and took a loop to the south near Baldwin and then back to Caberfae. The West Michigan Trail Riders, a chapter of the CCC, were responsible for course preparation this day, which featured some of the more ridden areas that the riders would see in the next six days.

The day started out with some very fast two-track trail and then went into a long trail that ended at the first checkpoint. Checkpoints at the Six Days consisted of a bag of cards with the day and checkpoint number marked on each card. There are only two checkpoints each day, and at the end of the ride each participant puts his name and rider number on his cards and drops them in a barrel for a drawing Friday night.



Dennis Dellemonache of New Jersey pulls into the finish. The two moving trucks in the background were the support vehicles!

Roger Gilmore of St. Catharines, Ontario, demonstrates why Canada will never be a world power in the Six Days. "Hey Rog! The berm's on the outside!"



Rider's meeting! Do they look tired? These hardy souls are waiting for last minute instructions before riding the final day of

the Six Days. The name couldn't be more appropriate—this is the ISDE of trail riding!

The trail from the second checkpoint was new trail marked with red ribbon. Unfortunately, I happen to be red/green colour blind, and I couldn't find the trail. I would be able to follow the ribbons for a while, but would lose the trail and have to go back and find the last marker; and then wait for another rider to come along and then follow him until I could pick up the trail again. It was uncomfortable to stay behind another rider because of the dust, so I would either pass the rider and lose the trail again, or drop back and lose sight of both the rider and the trail.

Finally we made it back onto established

trail, and from there it was more supercross practice into the final gas. After all the heat and dust of 125 miles, the rider took advantage of the temporary showers at the finish, and even a cold shower felt good.

## Day 2: Caberfae—Kalkaska

Day two was a bit of a reprieve from the previous day. The Capitol Chapter of the club was responsible for the trails on this day, and decided to be kind to the riders and their bikes by laying out sections that featured mostly two-track and wide open single track trails. There were only two exceptions to this rule. One being a badly whooped section along an abandoned railroad track be-





Bill Conlon of Miami, Florida, navigates a fresh Michigan trail on day five.

fore the first checkpoint. The section was mercifully short, and it served notice on perhaps what the club could have put you through if they wanted. The ride up to the second checkpoint was easy, but that was soon to change.

The club placed one of their members at the check to warn the less experienced riders of the last section of the day. After 100 miles of fireroad and two-track I was feeling

pretty cocky, and decided to press on. The next 20 miles was tight eastern-style woods riding that tested the endurance of even the best riders. Anyone who raced through the entire section could certainly be proud of their achievement.

#### Day 5: Kalkaska—Indian River

This day was my birthday present to myself. It rained the entire night before. At the morning rider's meet most of the riders were talking about the tornado warnings for the area that we would be riding through. The skies were full of the strangest cloud formations that we had ever seen, and you could actually see vortexes starting to form.

As soon as the rider's meeting ended, the rains came back. Some of the young lions were not deterred and took off in the rain. Most of us cuddled up in our nice, dry motor-homes and waited the rains out.

One of my riding buddies, Craig Howe, tried to talk Richard Dufour, our support driver, into riding his bike for this lovely day. Even though Richard had been praying every day for an opportunity to get on a bike, he took a look out the window and saw the animal lining up two by two, and decided to decline the offer.

At about nine, the rains finally moved off and we took off onto the trails. One of the first problems that the riders encountered were arrows that had been washed off the trees. Fortunately the trail was relatively easy to sort out, and most of us got back onto the proper route in short order.

The trails in the early morning were basically the reverse of the day before. Day two's trail had a deep sand uphill almost at the very end of the run. On day three, this turned into a sand slurry downhill that you

could actually get stuck in, or auger in for a splashdown if the ruts got the better of you.

After some very nice single-track trail, the skies looked like they were going to clear in the direction we were heading. Unfortunately, the course then took a big loop and headed directly back towards the storm. As our group of riders entered a small town for gas, the Civic Alert siren went off. Some just thought it was the noon hour whistle and was time for lunch. Others realized it was the warning for an approaching tornado. I had not heard the siren, and was trying to catch up to my group after stopping to give my jacket to some support people, since it was looking like it was going to clear.

When I couldn't find my buddies at the gas stop (they were hiding in a barn), I figured they must have continued, and proceeded to give chase. When the downpour came, I figured this can't last very long. It rained so hard I thought I had ridden into a river by mistake, and it rained until the end of the section. Then the course went down some wide-open road that you could blow-dry yourself on, if you didn't freeze to death first.

From the last gas to the end, it was almost all fast single-track trail, and by the time the riders arrived at the Jellystone Campground at Indian River, the odometer was showing 140 miles for the day's ride.

During one of the last sections, I was going very slow, just trying to make it to the end of the day. I had been lost, gotten stuck in a mudhole full of tree roots, and just generally felt like an IBM data card that had been bent, folded, spindled and mutilated; and was just thinking about what a wonderful birthday I was having. I heard some four

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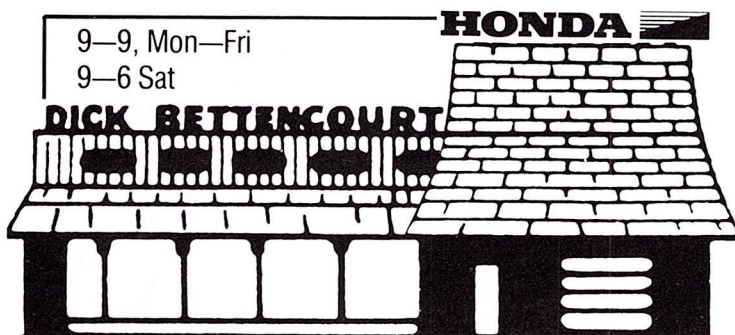


Craig Howe and Warren Thaxter finish up day six. Three guesses what country they're from!

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strokes coming up, and since we were on a nice grass two-track, I pulled over to the right, leaving the left side open for passing. Just as the last rider was making his move to go by, my front wheel found a mud rut hidden in the grass and sunk out of sight.

The rest of the bike decided to follow a law of physics known as Conservation of Momentum, and the rear of the bike rotated about the front wheel axis. The end result was I got dumped on my head, and the back end of the bike clipped the other rider and knocked him down. Once I got my head unstuck, I found that my bike had ended up on top of his, and he wasn't going anywhere until I could extract my bike from this mess.

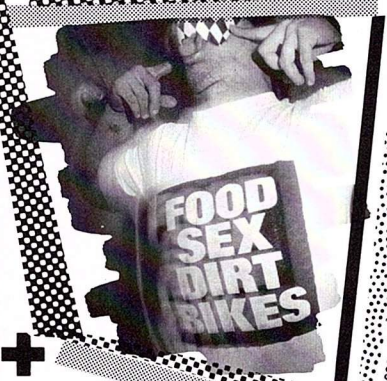
That night, the organizers arranged for a shuttle service to take anyone who would want to go into town since the club was unable to arrange for a catered meal at the campgrounds. Our group of Canadians were starting to feel the need to get some rest, so after a small birthday party everyone hit the sack early for the next day.

#### Day 4: Indian River—Lovell

The long road section in the morning was a big help for those that were suffering from terminal monkey butt. My ride for the week came to an end on the road, when the rod bearing disintegrated and pieces got up on top of the piston and hammered the ring groove, and the Husky lost compression. One of the other riders was kind enough to tell my support crew at the gas where I was, and Richard came back with the van and picked me up.

The trails, from all reports, were again excellent and extremely well marked, but most of the talk that night centered around the snowmobile trail at the end of the day. Al

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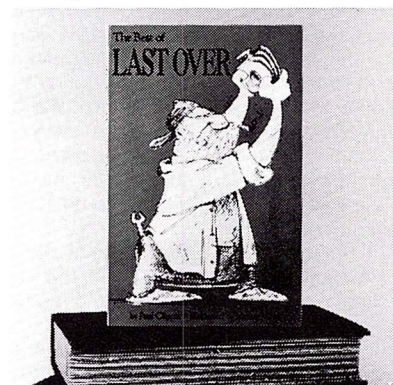
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Baker gave a demonstration of desert racing on the trails, which were more like sand roads with banked turns. The first rider back in our group, Craig Howe, when asked about the trails, just smiled and said, "It was a XR day".

The local service club catered the meal that night and put on a great spaghetti feed for the group. All of the riders were feeling fairly relaxed, knowing that there were only two days left and that the longest day was behind them. Two riders that had the long distance award in the bag, Alan Saunders and Dick Smith, made the trip from Sheltingham, England, just for this ride. Alan is a Kawasaki dealer back in England and had made a rental arrangement with a local dealer in Michigan for two KDXs. Both Alan and Dick were still in the hunt after four days and were just totally taken back at the expanse of trail that the organizers had at their disposal.

#### DAY 5: Lovell—Grayling

Day Five, at a total distance of 90 miles, felt like a short sprint compared to the preceding days. The course used mostly hardwood forests, and the trails were black loam rather than the deep sand that had been the main feature up to this day. There was not the slightest sign of any whoops and everyone got to do some nice cruising all the way into the Jellystone Campground on the outskirts of Grayling. The record for the most persistent rider was set this night by the fellow who had broken both motorcycles that he had brought with him, had broken his buddy's back-up bike, borrowed one of Al Baker's 600 XRs for one day, and then bought a 280 XR from Al for a total of 5 bikes for 6 days!

#### DAY 6: Grayling—Caberfae

Rumors ran rampant as to the length of the final day. Some felt that it would be just a short trail ride back to the start of the event, but in the end it was a surprisingly long 117 miles that followed portions of the Jackpine course in certain sections. We Canadians were intending to ride the Jackpine that following Sunday, but it seemed that every time we were on the worse, nastiest trail we had seen all week, it would have a Jackpine arrow on it.

As it turned out, the portion that the Six Days used was a small part of the "AA" and "A" loop. This trail was intended to take points away from the top riders in America. Imagine what it did to recreational trailriders who had already been on their bikes for five days. No one, however, was about to give up at this stage of the game and almost everyone got through the day. Tome Smith from Blind River, Ontario was one of the unlucky ones when the transmission on his Husky went sour in one of the rough sections and he had to put it up on the trailer.

At the finish line, there was a welcoming committee for the riders with each rider receiving a little bit of the sparkling refreshment to wash down the dust. Once everyone had a chance to clean up, it was time for the awards presentation and drawing. Everyone that signed in was called up and received a mug commemorating the 1988 Six Days of Michigan plus a photo of the rider and bike at sign-in.

Next was the draw where everyone had put all of their check cards into the pot. Canadian Steve Young had the incredibly good luck to have his name called three times. The

three prizes were a Malcolm Smith Gortex jacket, a tire, and a handlebar pad. Steve had the incredibly bad luck of only being eligible for the first prize he was called up for, and that was for the handlebar pad. Steve had never won anything before and hopes never to again.

The Cycle Conservation Club of Michigan attempts to get each community involved with the event, and the local service clubs and church groups did a fine job in catering the breakfasts and suppers each day. There was excellent co-operation from the authorities except for those few individuals that wandered onto Interstate 75 and got tagged.

Numerous volunteers are required to put on an event of this scope with most of the people coming from the six chapters: West Michigan, Capitol Chapter, Tomahawk

Chapter, Tri-County Chapter, Jackson Trail Riders and the Genesee Valley Trail Riders respectfully, handling the details on each day.

The Six Days of Michigan is the brainchild of the CCC President Mike Burlingham. The overall trail co-ordinator for this year's event was CCC Vice-President Bill Chapin. All of the riders owe a great deal to the efforts of these two people plus all the other volunteers for an incredible six day experience.

If you think you would be interested in trying this event next year, the best way to get an application is to join the Cycle Conservation Club of Michigan and get on the mailing list. Active membership is \$12.00 and the address is:

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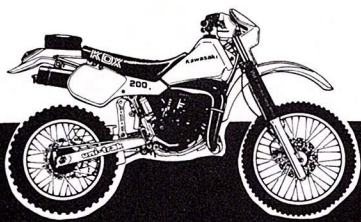
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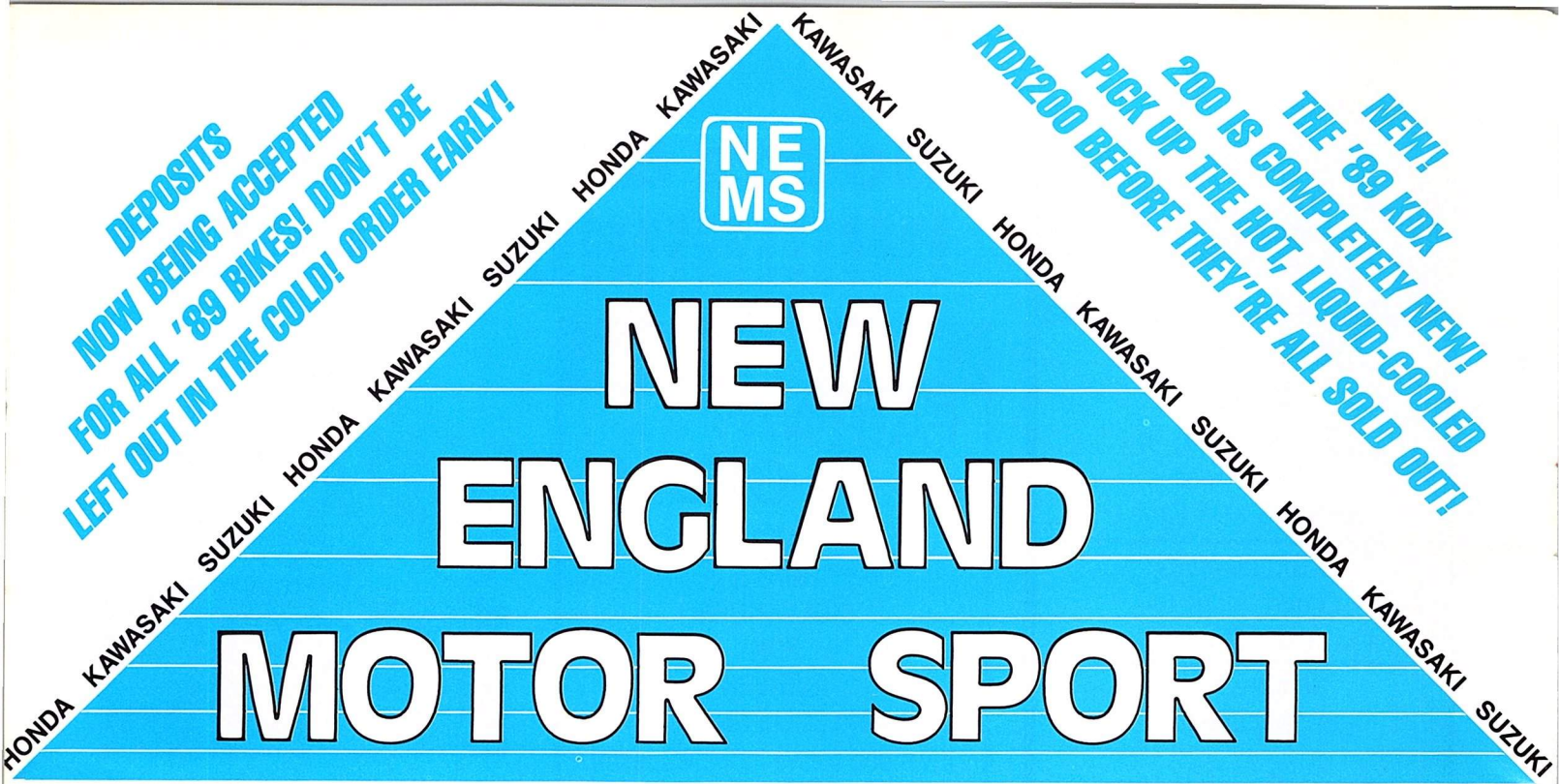
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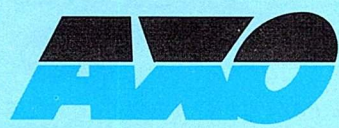
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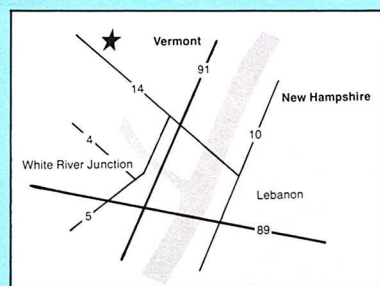
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*Larry G. Naston*



# KTM 600 LC4

## Play riding on KTM's big-bore thumper

By Bill Fitkowski

At the Six Days of Michigan this year, KTM America, through Lansing Cycle, were allowing demonstration rides aboard the new LC4 600cc 4-Stroke. Alan Randt was kind enough to loan me the bike for half a day to form some initial impressions.

As with any 4-Stroke, the first thing one has to learn is the starting procedure. With the bike cold, you pull in the compression release and kick the starter through a couple of times to get everything primed. The compression release is then disengaged, the motor is brought to top dead center on the compression stroke, you pull the compression release back in and take the piston just past top dead center. You're now ready to kick the motor to life. Disengage the compression release, turn on the choke if the motor is cold, keep your hand totally away from the throttle, bring the kickstarter to the top of its stroke and give it a smart kick all the way through the stroke. I was able to bring the bike to life on the second try, and the couple of times out on the trail when we would stop, the bike always come back to life on either the first or second attempt.

The suspension on the bike will be familiar to KTM riders. The front end is handled by a set of White Power forks. The back end chores are managed by a White Power rear shock connected through the KTM Pro-Lever linkage system. Getting the bike hauled in at the end of the fireroads is no problem with Brembo disc brakes front and rear, though some care has to be taken with the rear or you'll end up stalling the motor.

In the sand washes on some of the fireroads, the big 4-Stroke came into its own. All that is required is to shift your weight back and dial in some more power with the throttle, and the front of the bike just skims the surface of the sand. The front forks don't care about the ruts as long as you have power on and the KTM will carve a perfectly straight line. The same is true in the whoops. Both the front and rear suspension works to keep the bike going where the pilot has it pointed, while the motor supplies more than enough power to plane the top of the whoops.

Usually a bike this stable at speed is sluggish in the corners, but the big KTM showed no problems in that area. The combination of front end geometry and forks keeps the front wheel right on the arc fed in by the rider. If this is too mundane for you, the other way to steer the 4-Stroke around a corner is to loft the front wheel, snap the throttle to break the back end out and use throttle control to drift around the corner. Very stylish, though somewhat frantic.

The only situation that we came across that the bike felt awkward was in one tight trail section that required a quick directional shift to get in between two tight trees. The higher weight of the 4-Stroke motor made its presence known and the bike seemed to prefer to keep going straight. This particular occurrence may have been brought on by pilot error however, since the bike felt very nimble and light all the rest of the time (for a big 4-Stroke).

The enduro version of the bike has an advertised dry weight of 262 pounds, being pushed along by 47 horsepower. The 5 speed transmission never missed a shift while I was on the bike, and very little effort was required on the shifter to click into the next gear.

If most of your riding is fire-roads and wide open trails, this bike is more than up to the task; and if most of your buddies are on XRs, they won't be your friends for long as you keep beating them into the ground with this bike. As far as riding enduros with the LC4, I would need more time on the bike to figure out whether it was the bike or the pilot that would be dominant. The price for all this power and handling will thin your wallet to the tune of \$4400.00, which is in line with the other top end 4-Stroke.

In all, the bike is a well balanced package that was tremendous fun to ride. KTM America had a rental program at this year's Six Days of Michigan, and hopefully will be offering the same package again next year. If you think you might like a bike like this, but balk at dropping the bucks on an unknown, take a week off work next year and spend 6 days in the saddle. It will be a great learning experience. □

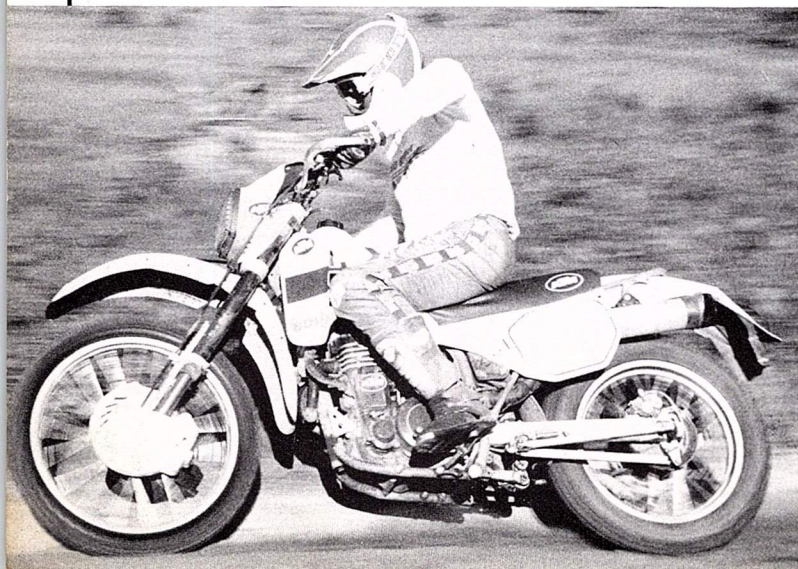


The LC4 retains the same trim lines of the rest of the KTM lineup.



Alan Randt carves the Michigan sand aboard the KTM LC4—"Elsie," for short.

There's no chance involved in cutting a turn. Just point it and screw on the gas.





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